

IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY WESTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH				
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE	
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE		
MID-1 AM	1041	0.0	1500	1041	0	0.25	0	70.2	54.2	44.6	
1-2 AM	588	0.0	1500	588	0	0.22	0	70.2	55.6	46.5	
2-3 AM	402	0.0	1500	402	0	0.21	0	70.2	56.2	47.4	
3-4 AM	292	0.0	1500	292	0	0.21	0	70.2	56.6	47.9	
4-5 AM	321	0.0	1500	321	0	0.21	0	70.2	56.4	47.8	
5-6 AM	512	0.0	1500	512	0	0.22	0	70.2	55.8	46.9	
6-7 AM	810	0.0	1500	810	0	0.24	0	70.2	54.9	45.6	
7-8 AM	1000	0.0	1499	1000	0	0.25	0	70.2	54.3	44.8	
8-9 AM	1500	0.0	1499	1500	0	0.89	18	70.2	34.3	34.4	
9-10 AM	2217	0.0	1500	1787	430	11.70+	317	69.3	6.6	32.4	
10-11 AM	2880	0.0	1500	1547	1333	16.84+	428	68.4	5.4	32.4	
11AM-NOON	3093	0.0	1500	1518	1575	16.98+	431	68.2	5.4	32.5	
NOON-1PM	3356	0.0	1499	1500	1856	17.12+	435	67.9	5.3	32.5	
1-2 PM	3441	0.0	1499	1500	1941	17.11+	435	67.8	5.3	32.5	
2-3 PM	3439	0.0	1500	1500	1939	17.11+	435	67.8	5.3	32.5	
3-4 PM	3513	0.0	1499	1500	2013	17.11+	435	67.7	5.3	32.5	
4-5 PM	3545	0.0	1500	1500	2045	17.11+	435	67.6	5.3	32.5	
5-6 PM	3154	0.0	1500	1504	1650	17.04+	433	68.1	5.4	32.5	
6-7 PM	3092	0.0	1500	1500	1592	17.00+	432	68.2	5.4	32.5	
7-8 PM	2745	0.0	1500	1494	1252	16.71+	424	68.6	5.4	32.5	
8-9 PM	2365	0.0	1500	1499	865	16.58+	420	69.1	5.5	32.5	
9-10 PM	2135	0.0	1500	1499	636	16.57+	420	69.4	5.5	32.5	
10-11 PM	1607	0.0	1500	1484	123	16.48+	417	70.0	5.5	32.5	
11PM-MID	1056	0.0	1499	1056	0	4.86	205	70.2	12.5	38.1	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

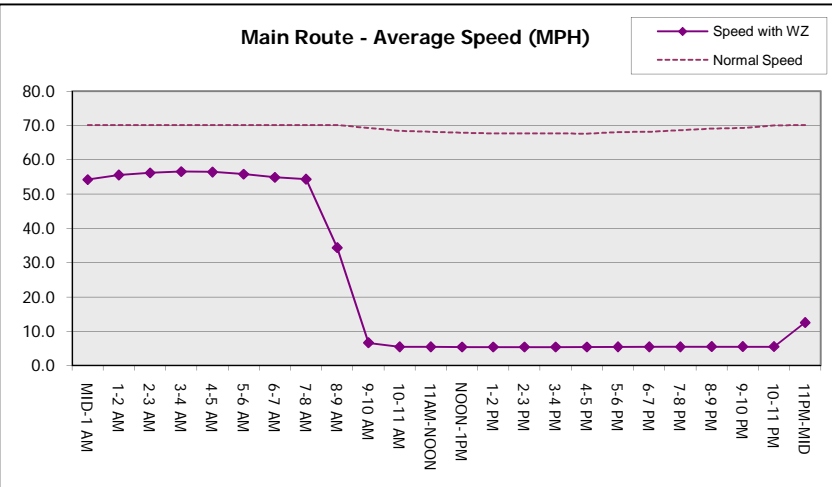
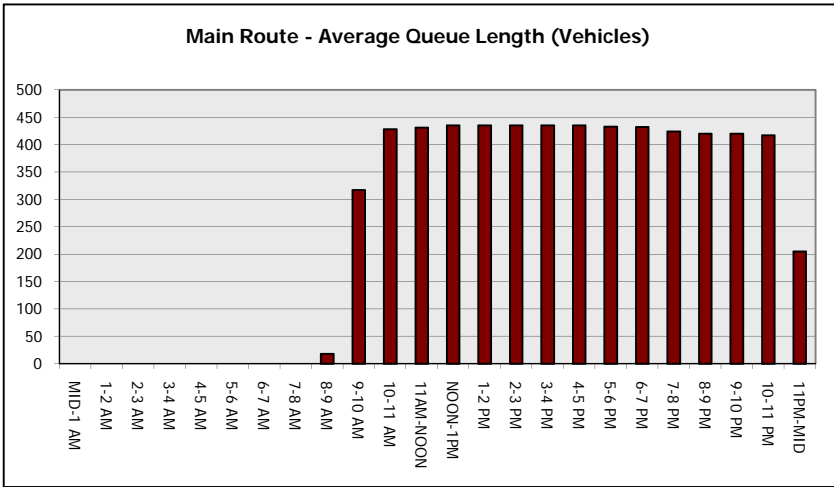
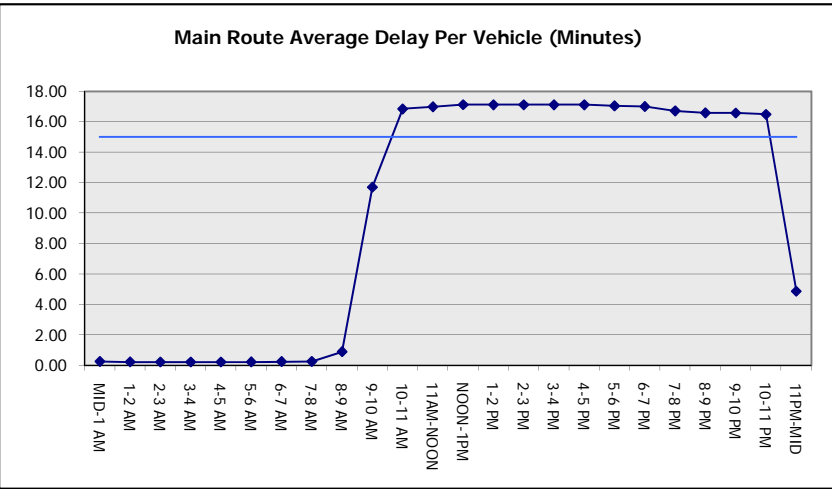
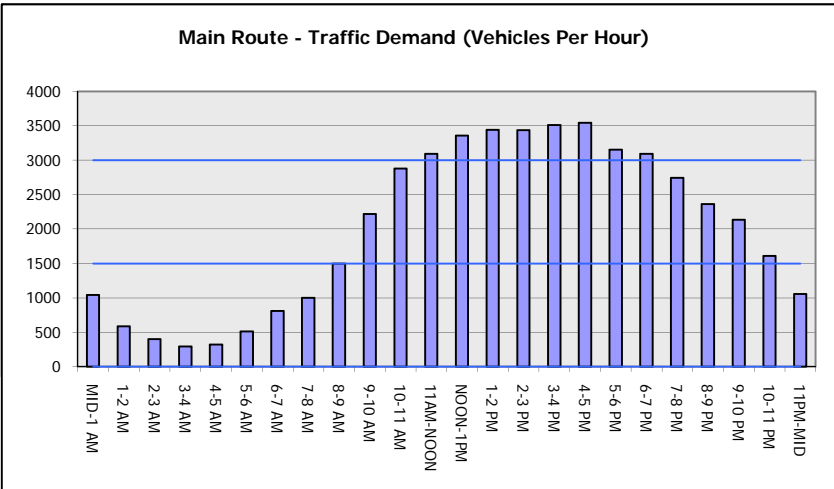
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0077
MAIN ROUTE WITH WORKS	0.0015
'DIVERSION'	0.0071
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$190,487
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION



IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY EASTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR							AVERAGE SPEEDS IN MPH		
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	1307	0.0	1500	1307	0	0.38	0	70.2	48.4	37.5
1-2 AM	852	0.0	1500	852	0	0.24	0	70.2	54.8	45.4
2-3 AM	672	0.0	1500	672	0	0.23	0	70.2	55.3	46.1
3-4 AM	458	0.0	1500	458	0	0.22	0	70.2	56.0	47.1
4-5 AM	519	0.0	1500	519	0	0.22	0	70.2	55.8	46.8
5-6 AM	801	0.0	1500	801	0	0.24	0	70.2	55.0	45.6
6-7 AM	973	0.0	1500	973	0	0.25	0	70.2	54.4	44.9
7-8 AM	1194	0.0	1499	1194	0	0.31	0	70.2	51.5	41.3
8-9 AM	1705	0.0	1499	1705	0	1.73	59	69.9	23.2	32.5
9-10 AM	2560	0.0	1500	1780	780	15.75+	403	68.9	5.6	32.5
10-11 AM	3096	0.0	1499	1463	1633	17.00+	432	68.2	5.4	32.5
11AM-NOON	3620	0.0	1499	1500	2120	17.11+	435	67.4	5.3	32.5
NOON-1PM	4159	0.0	1500	1500	2659	17.02+	435	63.8	5.3	32.5
1-2 PM	4314	0.0	1500	1500	2814	16.99+	435	62.7	5.3	32.5
2-3 PM	4482	0.0	1500	1500	2982	16.96+	435	61.5	5.3	32.5
3-4 PM	4432	0.0	1500	1500	2932	16.97+	435	61.9	5.3	32.5
4-5 PM	4297	0.0	1500	1500	2797	17.00+	435	62.8	5.3	32.5
5-6 PM	3956	0.0	1500	1500	2456	17.05+	435	65.1	5.3	32.5
6-7 PM	3632	0.0	1500	1500	2132	17.10+	435	67.4	5.3	32.5
7-8 PM	2917	0.0	1499	1484	1434	16.86+	428	68.4	5.4	32.5
8-9 PM	2540	0.0	1499	1496	1043	16.61+	421	68.9	5.5	32.5
9-10 PM	2165	0.0	1500	1499	666	16.57+	420	69.4	5.5	32.5
10-11 PM	1522	0.0	1500	1441	82	16.11+	408	70.2	5.5	32.5
11PM-MID	1047	0.0	1499	1047	0	2.79	155	70.2	18.3	39.6

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0091
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0098

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$226,298
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

